

9.0 DESIGN STANDARDS AND CONSIDERATIONS

9.1 Roadway Facilities

In addition to the roadway functional classification, roadways can generally be described by roadway facility type. The most common types of roadway facilities are as follows:

Freeways

Freeways are defined as high-speed, high-volume facilities with total access control. At-grade intersections or access locations are not permitted on freeways. All access is via freeway interchanges.

Expressways

Expressways are defined as relatively high-speed, high-volume facilities with some degree of access control, particularly in urbanized areas. Signalized intersections and other at-grade access locations are allowed on expressways.

Frontage Roads

Frontage Roads are associated with, and generally parallel to, limited access freeways or expressways. Frontage Roads can serve numerous functions that are dictated by the type of arterial they serve and the surrounding land uses. The primary purpose of Frontage Roads is to distribute traffic from the controlled-access arterial to business and residential properties. Frontage Roads segregate the slower-speed local traffic from the higher-speed through traffic.

Most Frontage Roads are directly adjacent to the higher-class facility with business and residential properties limited to one side of the Frontage Road. Frontage Roads that are not directly adjacent to the higher-class facility are known as *Detached Frontage Roads* or *Backage Roads*. These Detached Frontage Roads will often have developed properties on both sides.

Local Roads and Streets

All other roadway facilities can generally be categorized as local roads and streets. There are a wide variety of these facility types depending on the character of the surrounding area, adjacent land uses, connections with the larger roadway network, and function of the road.

9.2 Design Standards

The Minnesota Department of Transportation (Mn/DOT) has established design standards for all state and state-aid roadways within the State of Minnesota. These standards are defined in Mn/DOT's *Road Design Manual*. The *Road Design Manual* is a series of official publications.

Roadways under city jurisdiction are classified as either Municipal State-Aid Streets (MSAS) or as local streets. The design standards for the MSAS system are defined in Mn/DOT's *State Aid*

Operations Rules Chapter 8820. The City may request a variance from State-Aid standards when appropriate.

9.3 Traffic Control

The *Minnesota Manual on Uniform Traffic Control Devices* (MN MUTCD) presents the state and federal standards which govern the design and usage of traffic control devices on all streets and highways. Mn/DOT also publishes the Traffic Engineering Manual which complements, but does not duplicate the MN MUTCD.

9.4 Blaine Policies and Procedures

Appendix D of this report includes the current City of Blaine transportation policies and procedures. Included at this time are the following:

- Residential Traffic Management Policy
- Criteria for Reviewing Stop Sign Requests